

PICTURES OF STANDARD OIL

MILBURN AND KELLOGG SEE THE TRUST DIFFERENTLY.

Trust Buster Would Destroy It. Root and Branch, but the New York Attorney Says Attack Endangers the Industrial Organization of the Country.

St. Louis, April 6.—To-day for the first time since the arguments in the suit of the Government against the Standard Oil Company to dissolve the corporation on the ground that it is an alleged combination were begun in the Federal Circuit Court here a kind word for the trust was heard.

It was spoken by John G. Milburn of New York, chief counsel for the oil company. He spoke it softly and with the fervor and impressiveness of a benediction. The statement came as though timed and studied out like the dramatic moment in a play. The court room was hushed and the Judges, Sanborn, Hook, Vandewater and Adams, were leaning forward in their chairs when Mr. Milburn said:

"The fate of a considerable portion of the industrial organization of this country is at stake as well as the fate of the Standard Oil Company."

"There is not a trace of a combine, using 'combine' in the legal sense, in the history of the Standard Oil Company, not a trace. This is what we are going to show this court in relation to the conditions existing."

Within thirty minutes this afternoon two pictures in the most opposite colors were painted of the Standard Oil Company. In closing his argument to-day Frank B. Kellogg had said:

"If monopolies are to be permitted in this country there will come a time when your children will be the employees of corporations and there will be no initiative or enterprise."

"I believe injunction to be the most effective way to destroy the power of the monopoly."

It will not be disputed by the defendant, said Kellogg, "that relates have been received by the Standard Oil Company."

"Would it not be better to wait and see if the defence is ready to concede this?" asked Judge Sanborn. Instantly Moritz Rosenthal of the Standard counsel was on his feet. The entire line of this argument will be disputed all the way through," said he.

The most scathing denunciation of the Standard for unfair and unlawful business methods in selling and distributing oil, competition of the small independent oil companies was made by Charles M. Morrison of the Government's counsel. He followed Kellogg. Morrison accused the Standard Oil Company of conducting a spy system, of having detectives in its employ in its efforts to drive out independent companies, and likened its control of the oil business to a grasp of iron. He charged that it killed competition by the use of "bogus concerns."

That the Standard Oil Company engaged detectives to bribe drivers and employees of the Higgin Brothers Oil Company of Albany, N. Y., in an effort to get reports of their barrel business outside of that city, was charged by Morrison. He also charged in his opening remarks Mr. Milburn paid his respects to the Interstate Commerce Commission by referring to much of the evidence taken by the Government in the different cities as a "pious mass of stuff." A United States commissioner visited these cities," said he, "and invited anybody who had anything to say against the Standard Oil Company to testify."

"Some of the companies named in the Government complaints as belonging to the Standard Oil Company have never been in the oil business and own no stock," he said.

TO LEGALIZE EDDY TREATMENT

New Jersey Senate Approves an Amendment Submitted by Christian Scientists.

Trenton, N. J., April 6.—As unanimously amended in the Senate this afternoon, the Frelinghuysen bill providing for a reorganization of the State Board of Medical Examiners will virtually establish, if enacted, the right of Christian Scientists to treat disease according to the teachings of Mrs. Mary Baker Eddy.

When the bill was called up on third reading Mr. Frelinghuysen had it put back on second reading, and two amendments were made in section 8. The first was made to the effect that the penalties provided for the punishment of those who seek the healing of disease without obtaining a license according to the bill shall not apply to the "practices of religious tenets of any Church." This amendment was submitted to Mr. Frelinghuysen by counsel for the Christian Science churches of New Jersey, who were represented by ex-Mayor Frank S. Katzenbach, Jr., of this city, and Joseph R. Lefferts of Passaic.

The other amendment was made in the interest of licensed pharmacists, who believed that as originally presented the bill would make it illegal for them to recommend remedies for minor ailments of customers who visited drug stores in seeking of relief for their ills. This amendment exempts licensed pharmacists from the penalties prescribed by the act.

There were no objections to either amendment, all the Senators agreeing that there should be no possibility of prosecution of Christian Scientists or licensed pharmacists under the provisions of the measure if it becomes a law. It is practically sure that the bill will now be passed by the Senate.

There has been some doubt about whether the House would agree to the measure on account of a desire of a great many of the Assemblymen to effect the establishment of a State board of Osteopaths, independent of the State Board of Medical Examiners. A bill to establish an independent osteopathic board, introduced by Assemblyman Smith of Paterson, is pending in the House. Mr. Smith said to-night that so far as he was able to determine the Frelinghuysen bill stood the better chance of being passed by the House.

The Frelinghuysen bill provides for ten members of the State Board of Medical Examiners, five allopaths, three homeopaths, one eclectic and one osteopath. It is backed by the New Jersey Medical Association, which obtained its introduction as a counter move to the independent osteopathic board urged by the State Board of Osteopathic Practitioners.

JUDGE TULLER EXONERATED.

New Jersey House Judiciary Committee Will Revoke Sheriff Who Accused Him.

Trenton, N. J., April 6.—The House Judiciary Committee decided to-day to recommend that the petition for the impeachment of Judge Royce P. Tuller of Cumberland county be stricken from the records of the House and that no further action be taken regarding it. The committee has investigated the charges made by Sheriff Payne and regards them as unfounded. It is their intention to submit a report severely rebuking the Sheriff upon the ground that the charges were unwarranted by the facts.

Julia F. Swan's Estate \$400,000.

Brooklyn, L. I., April 6.—The accounting of the executors of the estate of Julia F. Swan, who died in Oyster Bay on September 29, 1904, was filed to-day in the Surrogate's Court here. The will, which was dated June 11, 1904, is valued at \$400,000 and is divided between four daughters and five sons, each of whom receives \$50,000.

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AMONG THE AUTOMOBILISTS

OSCAR STOLP ENTERS A STEARNS IN SEATTLE CONTEST.

Brooklyn Man Makes Formal Announcement of Second Competitor for the Guggenheim Trophy—Overland Company Buys Pope-Toledo Plant—Gossip.

Oscar Stolp of Brooklyn made a formal entry yesterday of his Stearns car in the international ocean to ocean contest for the M. Robert Guggenheim trophy, which will start from this city on June 1, the day the Alaska-Yukon-Pacific Exposition opens at Seattle. H. Davis Webster, who has had considerable experience in long distance touring, will accompany Mr. Stolp, and the other members of the car's crew will be selected in a few days. The Stearns is the second entry announced for the contest.

Mr. Webster said yesterday that the chief difficulty he had encountered while on long tours had been trouble with tires, as the pneumatic tires had been wrenched off when the car was being driven through deep sand. The Stearns will be equipped with solid tires and the vibration will be taken up by an equalizing lever suspension devised by Mr. Stolp. The device is a horizontal lever working against a vertical spring, and the levers will be fitted to both front and rear axles.

L. W. Hedington, official pathfinder for the contest, who is laying out the route in the thousand car that won the New York to Paris endurance contest last year, arrived at Kansas City, Mo., yesterday. George Miller, who acted as mechanic on the car last year, is driving it on its trip to Seattle.

F. J. Tyler and the other drivers who are taking turns at the wheel of the four cylinder Maxwell touring car that is being driven night and day over the roads around Boston in a non-stop engine run, had completed 7,515 miles yesterday noon. The car began its run from the headquarters of the New State Automobile Association on March 15 and had passed its 5,000 mile mark on March 30. L. W. Kelsey of Farmington, who has charge of the car, expects it to complete 10,000 miles within the next eight days.

J. N. Willis, president of the Overland Automobile Company, at Indianapolis, signed a contract in this city yesterday with Col. Albert A. Pope, president of the Pope Manufacturing Company, at Hartford, Conn., by the terms of which the Overland concern becomes owner of the big Pope-Toledo plant at Toledo, Ohio. The Pope-Toledo plant comprises twenty-four buildings of modern construction, with a floor space of 400,000 square feet and covering twelve acres of ground. The headquarters of the Overland company will remain at Indianapolis.

It was announced recently by the contest committee of the Bay State Automobile Association that its annual spring race meeting will be held this year on June 12 (instead of May 30, which has been the date usually selected in previous years). The change is made necessary on account of conditions at the track, which recently changed ownership. The new owner is moving the clubhouse to another point on the grounds. By Bunker Hill day it is thought that the track improvements will have been completed and things will be in good shape for a race meeting. Application has been made for a license for the event, and the members of the association are very enthusiastic over the contest, as several motorists have already declared their intention of entering.

At a meeting of the Automobile Club of Connecticut, held recently, the board of governors named the various committees for the coming year and there was a discussion as to the holding of a club run some time next month. Previous to the meeting there was a dinner given by several prominent motorists of Connecticut. Senator Higgins spoke on automobile legislation and automobile matters of interest, which have developed at the State capital. Upon the motion of Dr. R. C. White the club voted unanimously to adopt his resolution in effect, that it was the desire of the local club that the present method of taxation of out-of-State motorists be not changed.

Reports from Secretary of State Rose, given out last week, indicate that no fewer than 751 automobile licenses were granted during the month of March, 1909, as against 250 for the previous month. More licenses were granted during the month than for the previous ninety days. Small cars lead in the enumeration of the licensed, but it is noticeable that some of the higher priced machines have been sold in surprising numbers.

An expert automobilist advises when side brakes are actuated by a wire rope, keep a lookout now and again at the places where the wire rope is bent or anywhere it is liable to chafe. These wires, after a strain of two have gone, soon go altogether, and to suddenly let the side brakes be used is most disconcerting, more particularly as a road-side repair is anything but easy.

An election of officers for the Boston Motor Club will take place to-night, when a meeting will be held in a Boston hotel by a number of the club's new club members. It is reported by the committee that the following will probably be the nominees: For president, Ernest A. Gilmore; for secretary, A. D. Peck; for treasurer, W. H. Farrington; for directors, A. P. Teale, J. B. Sullivan, Jr., Lee Hall, H. H. Love, F. E. Tucker, W. E. Dunbar and R. R. Rose. The board of directors will consist of six members.

Since the meeting on March 3 the membership committee of the club has been at work examining the applications for membership. It is reported by the committee that the following will probably be the nominees: For president, Ernest A. Gilmore; for secretary, A. D. Peck; for treasurer, W. H. Farrington; for directors, A. P. Teale, J. B. Sullivan, Jr., Lee Hall, H. H. Love, F. E. Tucker, W. E. Dunbar and R. R. Rose. The board of directors will consist of six members.

Vice-President James S. Sherman has been elected a member of the Automobile Club of Washington. The members of the club, in view of President Taft's readiness to use motor vehicles, expect within a short time to receive his consent to be enrolled as a member of the club.

HACKENSACK, N. J., April 6.—Autoists

and others fond of driving will be interested to know that the Bergen County Board of Freeholders have decided to meet in special session at Rutherford on April 14 to discuss the feasibility of establishing a county road from North Arlington, the southern boundary line of the county line to Suffern, N. Y., on the northern boundary. A distance of about twenty-five miles. On the same day the freeholders will also discuss establishing a county road from Fort Lee west to the Passaic River, on the Paterson boundary line, a distance of about twelve miles. This latter road is suggested to take the place of the proposed Boulevard that was to start at Cliffside and continue west to the Passaic River, over much private property. The proposed road beginning at North Arlington will connect with the Belleville turnpike and give Hudson county and Essex county a fine outlet.

The Automobile Club of New Haven will celebrate the first anniversary of its organization on April 14, when it will hold an annual meeting and election of officers. The members of the club are very enthusiastic over the rapid growth of their organization and a banner year is now looked for in 1909. The club has been very active in the interests of automobilists, particularly in their fight against the proposal to repeal the present Connecticut automobile law. The club was instrumental in defeating this bill, and Connecticut still has the best set of automobile laws in the United States.

Although the membership of the organization has increased from 50 to 200 within the last six months the club's members are making strenuous efforts to have a membership of 300 on the first anniversary of the club's founding. The New Haven club is one of the three largest in Connecticut.

The changing of the city ordinance covering the licensing of hackney carriages and wagons so as to include motor vehicles for public use at a recent meeting of the New York City Council has led to the belief that there is to be an effort made to prevent taxicabs from entering New York City to do business on the streets in public way. Under the old ordinance there was no provision for licensing of motor vehicles, and while it was ruled that taxicab owners could not solicit on the streets they were run in New York last summer on order, no soliciting being done. A company is now planning to install cabs of this nature for public use, and while under the old law these cabs could be operated without license as long as no soliciting was done, under the new laws they must be licensed. The company which is promoting the taxicab service will probably have to go to court in order to secure licenses, as at the council meeting one of the Aldermen announced that he would do all he could to prevent taxicabs from obtaining a license on the grounds that their introduction for public use would be an injustice to the cabmen of the city.

Although the contests on the Florida beach are not as well patronized as formerly, there seems no room for doubt about the beach being still the fastest course in the world. Each year it is possible with the improved cars and driving to make new records on the sands. It appears to be the one place for a properly managed big international carnival of speed.

The round the bay record for the Pelton cup, now a famous San Francisco trophy, which was lowered 2 hours and 32 minutes by a six cylinder car, was smashed recently by L. B. Harvey in his four cylinder Rambler roadster. The round the bay route from Oakland to San Francisco by way of San Jose is 100 miles in length, and Harvey lowered the record 8 minutes and 12 seconds, starting at 7 A. M. and crossing the finish line at 9:25 A. M.

Harvey made San Jose from Oakland in 55 minutes and came up to the east side of the bay in 1 hour 25 minutes 48 seconds. He planned to carry three passengers, including a wife and a child, but the child refused to appear, and Harvey had to depend upon his wife to be his mechanic. He did not have to stop once for mechanical trouble on the route. Harvey's wife insisted on making the trip with him, and the speed at times necessary to beat the record was over sixty miles an hour.

A. A. U. National Wrestling Championships. The preliminary bouts in the National A. A. U. wrestling championships will be held in Brown's gymnasium, Twenty-third street and Sixth avenue, to-morrow night. The finals will be decided at the same place Saturday night. Seventy of the best grapplers of the East are entered for the honors and all have made a reputation heretofore on the mat. Notable entries are: Louis Dole of Yale, 125 pound national champion; F. Marganes and E. Krueger of the National A. A. U. of Newark, both of whom represented America at the Olympic championships last July; J. Heager of the Cincinnati gymnasium, the dummy wrestler, and E. G. Khalikman of the Educational Alliance. The men will weigh in at 6 P. M. and the first bout will be decided at 8 P. M.

Billiards. In the three cushion amateur tournament at Flynn's last night two games were played. The first game was won by H. Arnold. He defeated W. Donaldson by a score of 20 to 15. Arnold made a high run of 4. Alexander Smith won the second game from R. Fischer by a score of 20 to 27. Smith made a high run of 5. Ed Gilmore will play Al Sheehan to-night. Out of twenty-one men who entered the tournament only five remain. The remainder were forced out by losing more than two games.

Four games were played in the cushion tournament at McGraw's last night. The results follow: S. Levy beat F. Becker 35 to 22; F. Isherwood beat S. Levy 35 to 24; H. Evans beat G. Holbrook 35 to 25; and L. Lackey beat F. Becker 35 to 27.

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